Tribal Traffic Safety Advisory Board

September 29, 2016
Session Program


- Dez Hayes – Transportation Planner – Muckleshoot Tribe

- Honorable Celine Cloquet – Councilmember, Cowlitz Indian Tribe – Tribal Traffic Safety Advisory Board, Chair
Washington Traffic Safety Commissioners

Governor Jay Inslee
Commission Chair

Roger Millar
Department of Transportation

Chief John Batiste
Washington State Patrol

Pat Kohler
Department of Licensing

John Wiesman
Department of Health

Judge James P. Swanger
Clark County District Court

Randy Dorn
Superintendent of Public Instruction

Pat Lashway
Department of Social and Health Services

Carolann Swartz
Washington State Association of Counties

Rosemary Brinson Siipola
Association of Washington Cities
What’s the difference between transportation safety and traffic safety?

- Transportation safety is location-centric.
- Traffic safety is people-centric.
Tribal Traffic Advisory Board

As a result of the 2009 Centennial Accord meeting, the Tribes and the state of Washington agree to implement the following initiatives to enhance traffic safety on Tribal lands in order to reduce the deaths and injuries among Native Americans in Washington State resulting from traffic crashes:

Maintain a Tribal Traffic Safety Advisory Board to the WTSC comprised of representatives from the following areas:

- Tribal Leadership (with one member acting as the Advisory Board Co-Chair)
- Tribal Law Enforcement
- Tribal Planning and Engineering
- Tribal Health and Education
- Tribal Emergency Medical Services
- Governor’s Office of Indian Affairs
- Department of Transportation
- WTSC - ex-officio members to support the board and one to act as the Advisory Board Co-Chair
AIAN Traffic Deaths and Rates

Available for fatalities only (death certificates).

Uses ten years of data (2005-2014) to calculate reliable population rates.

There were 267 AIAN traffic deaths 2005-2014.

AIAN are disparately represented in traffic deaths.
Overall, the AIAN traffic death rate is nearly 4 times greater compared to other races/ethnicity combined.

The AIAN traffic death rate is over 4 times greater for speeding and impairment, and over 7 times greater for unrestrained fatalities.

AIAN pedestrian traffic deaths are 5 times greater.
# Tribal TZ Priorities based on Traffic Deaths Occurring on Reservations

<table>
<thead>
<tr>
<th>Fatalities and serious injuries occurring on reservation roads in Washington State 2012-2014</th>
<th>Fatalities</th>
<th>Serious Injuries</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td># of People</td>
<td>% of total for all fatalities on reservations</td>
</tr>
<tr>
<td><strong>Priority Level One</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Impairment Involved</td>
<td>42</td>
<td>63.6%</td>
</tr>
<tr>
<td>Lane Departure</td>
<td>39</td>
<td>59.1%</td>
</tr>
<tr>
<td>Unrestrained Vehicle Occupants</td>
<td>28</td>
<td>42.4%</td>
</tr>
<tr>
<td>Intersection Related</td>
<td>14</td>
<td>21.2%</td>
</tr>
<tr>
<td>Young Driver Aged 16-25 Involved</td>
<td>21</td>
<td>31.8%</td>
</tr>
<tr>
<td>Speeding Involved</td>
<td>21</td>
<td>31.8%</td>
</tr>
<tr>
<td>Unlicensed Driver Involved</td>
<td>20</td>
<td>30.3%</td>
</tr>
<tr>
<td><strong>Priority Level Two</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Distraction Involved</td>
<td>19</td>
<td>28.8%</td>
</tr>
<tr>
<td>Motorcyclists</td>
<td>8</td>
<td>12.1%</td>
</tr>
<tr>
<td>Heavy Truck Involved</td>
<td>6</td>
<td>9.1%</td>
</tr>
<tr>
<td>Pedestrians*</td>
<td>5</td>
<td>7.6%</td>
</tr>
<tr>
<td><strong>Priority Level Three</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Older Drivers 70+ Involved</td>
<td>3</td>
<td>4.5%</td>
</tr>
<tr>
<td>Drowsy Driver Involved</td>
<td>3</td>
<td>4.5%</td>
</tr>
<tr>
<td>Bicyclists</td>
<td>0</td>
<td>0.0%</td>
</tr>
</tbody>
</table>

* Data based on the ethnicity of the fatal person show that 21% of American Indian and Alaskan Native fatalities (occurring anywhere in the state) are pedestrians.
In Washington, the traffic fatality rate for Native Americans is 3.5 times higher than for everyone else. Though traffic deaths of Native Americans are decreasing, that decrease is at a slower pace than deaths of non-Native Americans.

We work with Tribal governments and state agencies to reduce traffic deaths and serious injuries in Indian Country and among Native Americans living throughout Washington. Our work is carried out under the Centennial Accord and within the framework of Target Zero®.

**Program Objectives**

**Improve awareness of and knowledge about traffic safety in Indian Country**

We are advised by the Tribal Traffic Safety Advisory Board, which currently meets monthly. The Board developed culturally-relevant posters, rackcards, vinyl banners, and videos about the top five factors disproportionately contributing to traffic deaths of Native people: lack of seat belt use, pedestrian...
The Tribal Traffic Safety Advisory Board
invites you to participate in a video and photo shoot

Help develop culturally-relevant educational materials about the top five factors contributing to traffic deaths in Indian Country:
1) Lack of seat belt use
2) Pedestrian safety
3) Drunk and drugged driving
4) Speeding
5) Child passenger safety

Particularly needed:
- Tribal leaders
- Victims or surviving family members
- Tribal Police
- Tribal EMS
- Drummers & dancers - street clothes and regalia (coastal, plateau, powwow)
- Youth groups

June 9 | Squaxin Island, meeting at the Community Kitchen
June 11 | Colville Reservation

For more information or to RSVP, contact tribal liaison
MJ Haught, 360.725.9879, mjhaught@wtsc.wa.gov
Engineering
Lock in the future

The rate of our Native American People dying in traffic crashes because they aren’t using their seat belts is 7 times higher than everyone else.
Lock in the future

The rate of our Native American People dying in traffic crashes because they aren’t using their seat belts is 7 times higher than everyone else.

Developed by the Tribal Traffic Safety Advisory Board; funded by the Washington Traffic Safety Commission.
Lock in the future

The #1 factor in our Native American People dying in traffic crashes is lack of seat belt use.

1. Seat belts save lives. Among drivers and front seat passengers, seat belts reduce the risk of death by 45% and cut the risk of serious injury by 50%.

2. Seat belts prevent drivers and passengers from being ejected during a car crash. Passengers who are not wearing their seat belts are 30 times more likely to be ejected from a vehicle during a crash.

3. More than 3 out of 4 people who are ejected during a fatal crash die from their injuries.

Buckle up even if you are just driving a short distance so you can continue your journey with your family and friends.

The rate of our Native American People dying in traffic crashes because they aren’t using their seat belts is 7 times higher than everyone else.

Developed by the Tribal Traffic Safety Advisory Board.

More data applies to Washingtonians, and more information is available at the Washington Traffic Safety Commission.
Drive with a clear mind

The rate of our Native American People dying in a traffic crash because a driver is impaired by drugs or alcohol is 5 times higher than everyone else.
The #1 factor in traffic deaths is the use of drugs or alcohol while operating a vehicle.

1. Over 40% of impaired driver-involved traffic deaths occur during the night between the hours of 9PM and 3AM.

2. If you drive while under the influence of drugs or alcohol, it will cost you more than the loss of your driver’s license. Even if it is your first offense, you can face up to one year in jail in addition to thousands of dollars. The total cost of a DUI — alcohol or drugs — ranges from $6,500 to more than $10,000.

3. Plan ahead! If you’re going to be attending a party or a “49” away from home, decide who will be the designated driver or call a cab and schedule for later pick up.

If you fail to plan ahead, call a sober cousin to pick you up, or just stay the night so you are safe.

The rate of our Native American People dying in a traffic crash because a driver is impaired by drugs or alcohol is 5 times higher than everyone else.

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3. Plan ahead! If you’re going to be attending a party or a “49” away from home, decide who will be the designated driver, or make plans with a cousin to pick you up at a certain time.

If you fail to plan ahead, call a sober cousin to pick you up, or just stay the night so you are safe.

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Developed by the Tribal Traffic Safety Advisory Board
Most data applies to Washington State, and more information is available at the Washington Traffic Safety Commission.
When traveling at 50 MPH, it takes more than the length of a football field to stop.

Source: Lawrence D. Woolf, Ph.D. (2003), General Atomics Sciences Education Foundation.

Drive at safe speeds and enjoy your journey.

Developed by the Tribal Traffic Safety Advisory Board; funded by the Washington Traffic Safety Commission.
Tribal Traffic Safety Advisory Board

FOR IMMEDIATE RELEASE
February 25, 2016

Contacts:
MJ Haught, Tribal Liaison, 360.725.9879, mjhaught@wtsc.wa.gov

Tribal Chief of Police Honored

*Lifetime Achievement Award*


The Target Zero® Awards is a statewide program that occurs biennially. For nearly 30 years, the WTSC has recognized outstanding citizens who go beyond their job duties and make contributions, changes, and improvements that affect everyone’s safety on our roads. During all
<table>
<thead>
<tr>
<th>Year</th>
<th>Revisions</th>
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<tbody>
<tr>
<td>2016*</td>
<td>• Updated data, format, &amp; strategies</td>
</tr>
<tr>
<td></td>
<td>• Added FHWA Model Evaluation</td>
</tr>
<tr>
<td>2013</td>
<td>• More organized Project Team</td>
</tr>
<tr>
<td></td>
<td>• Increased collaboration</td>
</tr>
<tr>
<td>2010</td>
<td>• Revised goal-setting method</td>
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<tr>
<td></td>
<td>• Enhanced Tribal involvement</td>
</tr>
<tr>
<td>2007</td>
<td>• Established priorities, trends, and goals</td>
</tr>
<tr>
<td>2000</td>
<td>• First adopted “zero” deaths goal</td>
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</tbody>
</table>
Collaborative Update Process

Project Co-Sponsors:
- John Nisbet, WSDOT Director of Traffic Operations
- Chris Madill, WTSC Deputy Director

Steering Committee:
- Assoc WA Cities
- DSHS
- Dept of Licensing
- Dept of Health
- Univ of WA Harborview Research Ctr
- OFM (Gov’s Office)
- OSPI (K-12)
- Puget Sound Regional Council
- Tribal Law Enf
- WA Assoc of County Engineers
- WASPC
- WSDOT
- WA State Patrol
- WTSC

DAG/Project Team:
- DOH
- DOL
- OFM
- Tribal Reps
- Local Target Zero Mgr
- WSDOT
- WSP
- WTSC

Partners:
- Advocacy Groups
- Interested Assoc.
- City Law Enforcement
- City Transit
- County Law Enfrcmt
- Courts
- Driver Tng Orgs
- Federal Agencies
- Injury Prev Orgs
- Legislative reps
- Regional Planning
- State Agencies
- TZ Task Forces
- Technology Groups
- Tribal Planning Dept
- Tribal Police Depts
This map compares the Native American/Alaska Native census population data with NA/AN traffic fatality data. Red dots are NA/AN traffic fatalities from crashes 2005-2014 inclusive. Anecdotally, underreporting of traffic crashes is significant in some regions and time periods, creating an incomplete picture.

The percent of the population of each county that has NA/AN heritage (based on 2010 census data) is shown in gray. The numbers in red and blue show the percentage of the traffic fatality population, by county, that are of NA/AN heritage. This heritage determination is made by the medical examiner’s office, most frequently as reported by the next of kin.
Target ZERO
Washington’s Strategic Highway Safety Plan
targetzero.com